



# Profile & Deck

Swan Hunter & W.R.

N<sup>os</sup> 1329-31-3-5-7.

+ 1345-7 + 1282-90.

J. L. 30/11/27

9-9-27

" 7-3-28. for 1345-7-1282.

" 16-5-28 " 1290.

" 5-9-28 " 1365-7.

1329. "Cartierdoc" \* \* \*

1331. "Savaldoc"

1333. "Mondoc"

1335. "Soreldoc"

1337. "Yroiedoc"

1345. "Novadoc" w/s 953

1347. "Newbrundoc"

1282. "Synneville" now "JOHN J. BOLAND JUN."

1290. "Scott Misener"

1365. Delaware

1367. Cherpenie

1369. John A. McKeller

1371. B. H. Houston

1373. Ralph Gelchrist

1375. Joseph G. Burke

PLANS TRANSFERRED  
TO SISTER VESSEL  
SORELDOC

004512-004519-0198

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Profile & Decks

Susan Hunter work

1329 - 31 - 33 - 35

Bad

16 x 36  
27  
20  
12  
8

17  
3  
4 x 4 x 4

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Nps 1329-31-33-35

# LAKE STEAMERS

## —PROFILE & DECKS—

TO CLASS B. S\* FOR SERVICE ON GREAT LAKES & RIVER

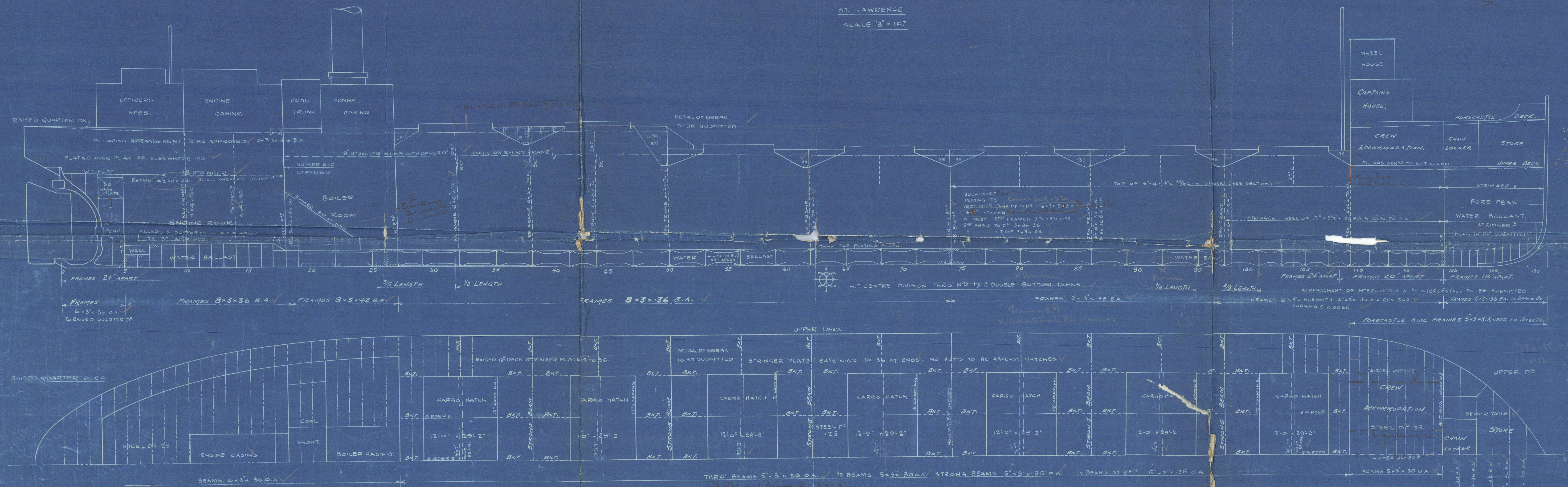
ST. LAWRENCE

SCALE 1/8" = 1 FT

SEP 1 1927



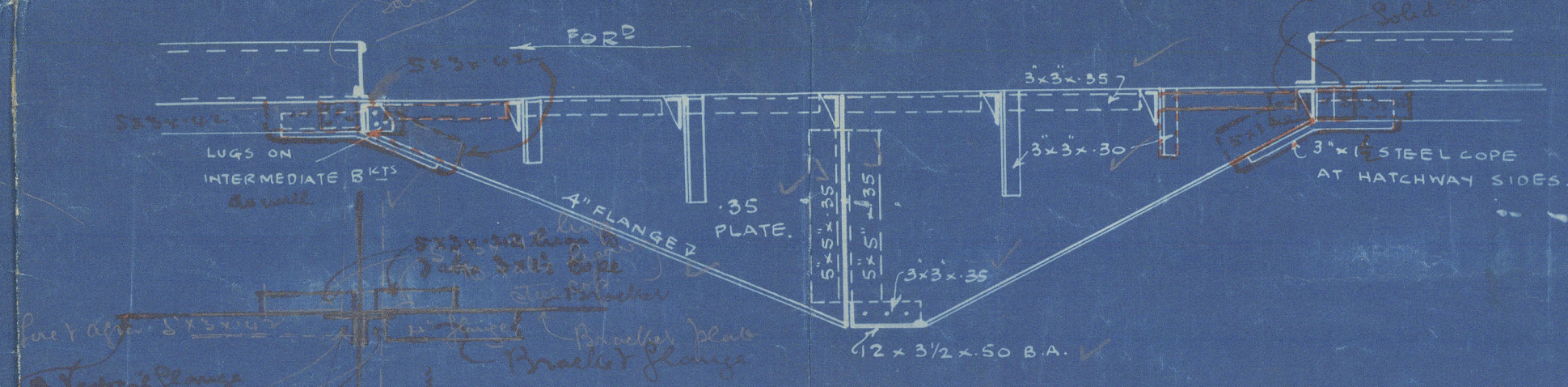
*Approved*  
*See later*



16 x 6 = 96  
76 x 8 = 500  
44 x 9 = 396  
304 = 1652

18 x 56 = 1008  
2 x 56 = 112

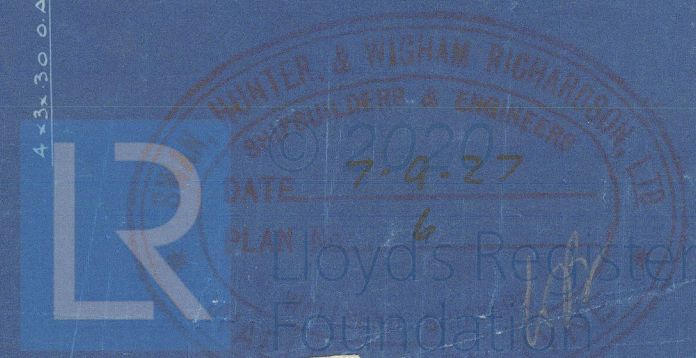
*Extra pillars fitted at  
frames 2 & 5 & 5-4\"/>*



DETAIL OF BRACKETS BETWEEN HATCHES

SCALE 1/2\"/>

004512-004519-0198





Midship Section

Swan Hunter & W.R.

N<sup>os</sup> 1329-31-3-5-7.

\* 1345-7 \* 1282-90

36. 30/11/27.

" 7-3-28 for 1345-7 + 1282.

" 16-5-28 " 1290

" 5-9-28 - 1365-7

1329 "Partierdoc" \$ \* x

1331 "Lavalduc"

1333 "Mondoc"

1335 "Soreldoc"

1337. *Yriodoc.*

1345. Novadoc.

1347. Newbrundoc.

1282. Synerville now "John J. Boland, Junr"

1290 "Scott Misener"

1365 Delaware

1367. Cheyenne

1369. John A McMiller

1371. W. H. Houston

1373 Ralph Gilchrist

1375. Joseph & Burke

Bag



SEP 27

Approved  
See Letter 9-2-27

NO 329-1331-1333-1335 21337

# LAKE STEAMERS. MIDSHIP SECTION.

DIMENSIONS: 53'-0" BP x 43'-4" EXT x 20'-0" ML

TO CLASS B.S. FOR SERVICE ON GREAT LAKES & RIVER ST LAWRENCE.

$$\frac{253 \times 43.33 \times 20 \times 75}{100} = 1642$$
$$\frac{100 \times 43.33 \times 4 \times 75}{100} = 130$$
$$\frac{35 \times 43.33 \times 1.75 \times 50}{100} = 25.9$$
$$\frac{49 \times 31.0 \times 7.5 \times 375}{100} = 41.8$$
$$1839.9$$

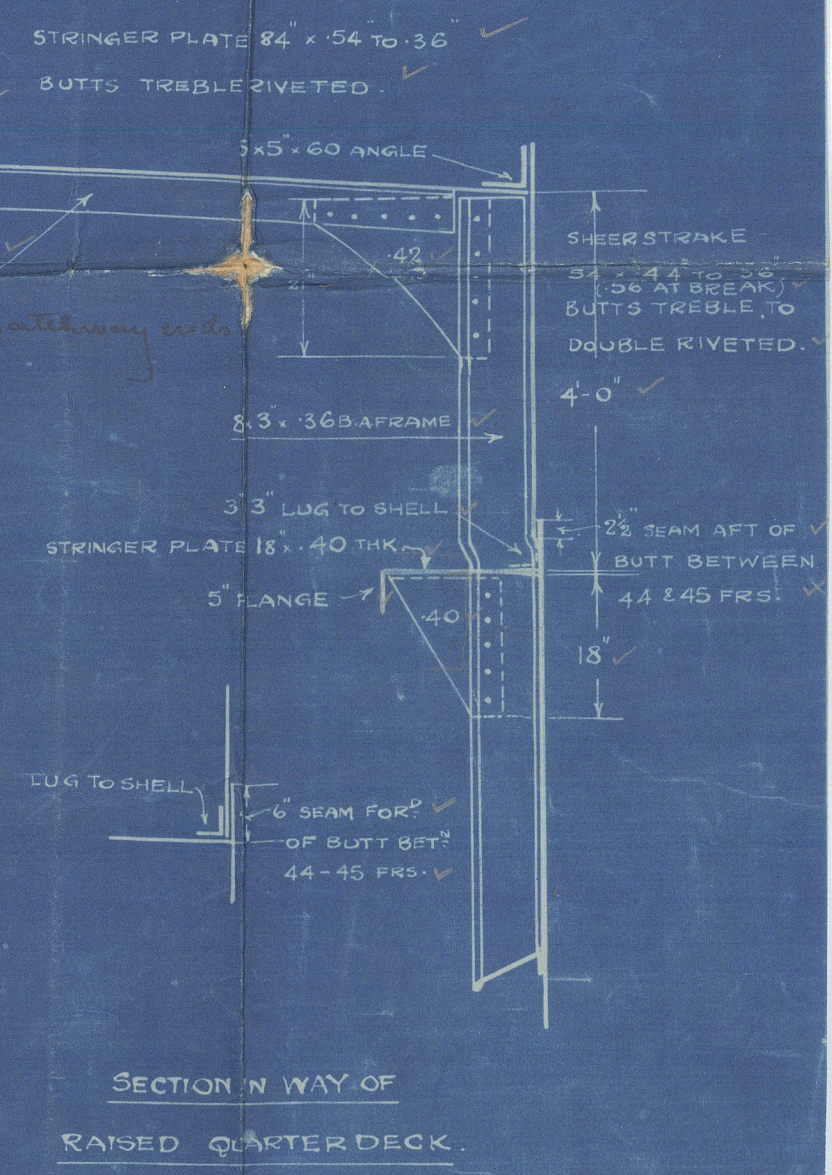
## EQUIPMENT.

- 2 BOWER ANCHORS STOCKLESS EACH 36 CWTs.
- 210 FTHS. 1 1/2" STUD CHAIN CABLE.
- 75 " 3/2" STEEL STREAM WIRE.
- 105 " 3/2" WIRE TOWLINE.
- 2-90 " 6 1/2" HAWDSERS.
- 2-90 " 5" "

SCALE 1/2" = 1 FOOT.

## FORECASTLE:-

- BEAMS 7 1/2" x 3" x 40 B.A. ON ALT. FR.
- DECK PLATING .30
- SIDE PLATING .32
- BEAM KNEES 2 1/2" x 40" 5-3/4" RIVS.
- SEE PROFILE FOR BEAMS AT ENDS.



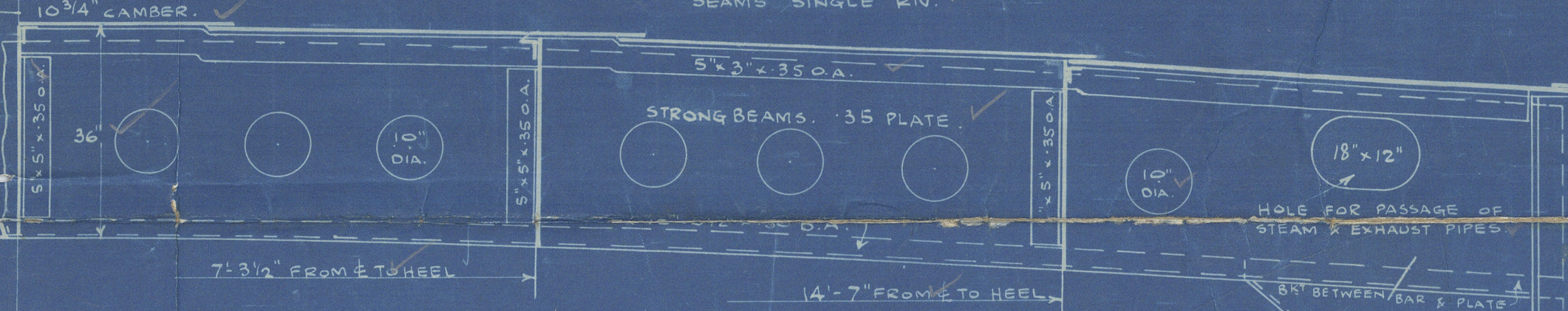
STRINGER PLATE 8 1/2" x 54" TO 36" AT ENDS BEHIND HATCHWAYS.

QUAD. RIV. BUTTS TO BE CLEAR OF HATCHWAYS.

WOOD BEAM AT CENTRE OF HATCHES.

FORE & AFT IN WAY OF HATCHES. FITTED AT 7 1/2" P.S. OF 4" TO HEEL OF BA.

UPPER D5 PLATING .25 BETWEEN HATCHES & AT ENDS. BUTTS OVERLAPPED & SINGLE RIV. AT ENDS. BEAMS SINGLE RIV.



UPPER D5 THRO BEAMS 5 1/2" x 30" O.A. HALF BEAMS 5 1/2" x 30" O.A. BEAMS ABREAST MACH. SPACE & AFT 6 1/2" x 36" O.A. FOR 2 SEE PROFILE.

$$W = 2 \times 14 \times 10 \times .03 = 84 \times \frac{7}{8} = 73.5$$
$$K = 24 \times 6.0 \times 21.66 \times .01 = 31.2$$
$$\frac{73.5}{31.2} = 2.35$$

STEM BAR 7"x2" PROPELLER POST 7 1/8" x 5 1/8" RUDDER HEAD 7" DIA. RUDDER PLATE .87"

As holes finished in hull of frames & beams about 3'-0" apart see letter 12/9/27

FRAME SPACING: AP-108 = 24" APART. 108-113 = 20" 113-130 = 18"

FRAMES IN AFT PEAK: 6"x3" x 36 B.A. ENGINE ROOM 8"x3" x 36 B.A. BOILER ROOM 8"x3" x 42 B.A. NO 2 HOLD 8"x3" x 36 B.A. NO 1 HOLD 9"x3" x 38 B.A. (FRM 75-97) WAY OF DEEP BEAMS TO HAVE 8"x3" x 36 B.A. WITH 6"x6" 70 REV. BAR FORMING 9" GIRDER.

FORE PEAK 6"x3" x 36 B.A. TO UPPER D5 FORECASTLE 5"x3" x 30 O.A. KNEED TO UPPER D5 NO 1 HOLD (FRMS 98-118) 8"x3" x 36 B.A. WITH 6"x3" x 40 REV. BAR ON EVERY FRAME FORMING 9" GIRDER. (SEE SECTION)

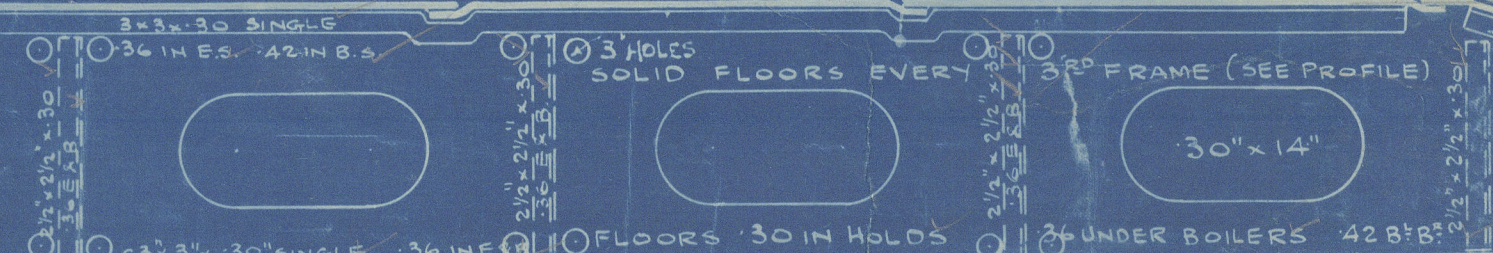
$$M = 1.5 \times 7 \times 20 \times .01 = 147$$
$$K = 1.5 \times 16 \times 25 \times 43.3 \times .01 = 2.6$$

CENTRE GIRDER 36" x 46" TO 34" AT ENDS. 40 B.S. BUTTS OVERLAPPED & DOUBLE RIV. TOP BAR 3 1/2" x 3" x 40 TO 34 SINGLE .48 IN B.S. BOTTOM BAR 3 1/2" x 3 1/2" x 46 SINGLE 3 1/2" x 3 1/2" x 36 DOUBLE IN E. SPACE

TANK TOP PLATING .48 IN HOLDS. .48 IN B. SPACE. .40 IN E. SPACE. FLUSH BUTTS SINGLE RIV. IN HOLDS. SEAMS

TANK KNEES .36, 42 IN B.S. .42 AT STRONG BEAMS.

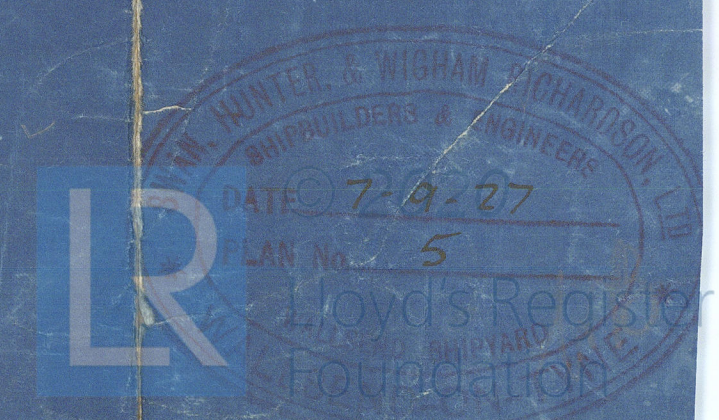
STIFFENERS BETWEEN FLOORS 6"x3" x 32 B.A. .42 IN B.S. SPACED 2'-0" APART. BARS SET DOWN IN WAY OF BUTTS.



BOTTOM PLATING .44 TO .38 AFT, .44 FOR BUTTS LAPPED & TREBLE RIV. FOR 1/2 L TO DOUBLE AT ENDS.

KEEL PLATE .42" 60 TO .52 FOR TREBLE RIV. OVERLAP BUTTS.

004512-004519-0208





H

Sternframe

Swan Hunter & W.R.

N<sup>os</sup> 1329-31-3-5-7.

9-9-27.

Bag

1329. Martindoc. X X \*

1331. Lavaldoc.

1333. Mondoc.

1335. Soreldoc.

1337. Troisdoc.

1345. Novadoc.

1347. Newbrundoc.

1282. Synerville now "JOHN J. BOLAND JUN."

1290. Scott Misener.

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1367. Cheyenne

1369. John A. M. Fuller

1371. W. H. Henson

1373. Ralph Gilchrist

1375. Joseph P. Burke

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## Rudder

Swan Hunter &amp; W.R.

Nos 1329-31-3-5-7.

9-9-27

1329 Cartierdoc. - ~~XX~~ &

1331 Lavaldoc.

1333 Mondoc.

1335 "Soreldoc"

1337 Troisdoc

1345 Novadoc.

1347 Newbrundoc.

1382 Dyneville NOW "JOHN J. BOLAND. JUN."

1390 Scott Misener.

1365 Delaware

1367 Cheyenne

1369 John A. McMiller

1371 C. H. Houston

1373 Ralph Gilchrist

1375 Joseph P. Burke



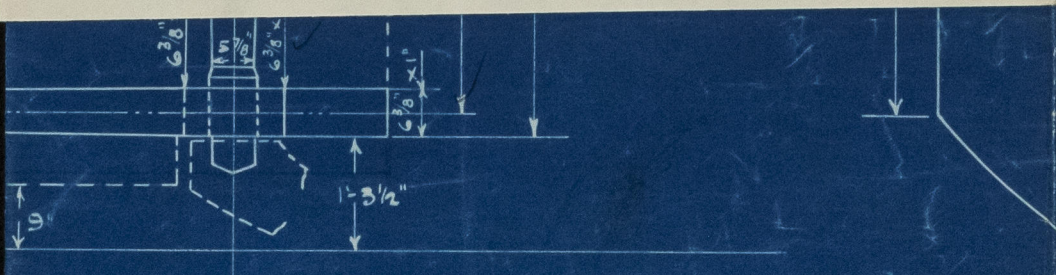
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N<sup>OS</sup> 1329-1331-1333-1335

3 SEP 1927

# RUDDERFRAME.

TO CLASS B.S. FOR SERVICE ON GREAT LAKES & RIVER STEAMERS.

RUDDER FRAME OF FORGED STEEL TO PASS TESTS OF BRITISH

CORPORATION.

SCALE 1/2" = 1 FT

AREA ABAFT E OF STOCK = 75.08 sq ft

AREA FORWARD OF STOCK = 21.73 sq ft

C.G. ABAFT E OF STOCK = 1.09 ft

C.G. ABOVE BASE LINE = 7.61 ft

SPEED = 8 KNOTS

KEY 1/2" WIDE x 3/4" AT TOP TO 1" AT BOTTOM.

## NOTES.

DIMENSIONS GIVEN ARE TO BE CAREFULLY WORKED TO & NOT EXCEED AS WE ONLY PAY ON WEIGHTS CALCULATED TO THESE DIMENSIONS.

ALL MACHINING AND DRILLING TO BE DONE BY MAKERS. FRAME NOT TO BE PAINTED BUT TO HAVE A COAT OF OIL.

CENTRE LINE OF MAINPIECE TO BE SQUARE TO BASE LINE.

WEIGHT OF FRAME TO BE PAINTED ON BEFORE DESPATCH.

5/16" BRASS LINER TO BE CAST & GROOVED ON. GROOVES TO BE

5/8" WIDE & 1/8" DEEP.

STOCK TO BE INCREASED 3/4" IN DIA. IN WAY OF ARMS, THE INCREASE

TO BE UNIFORM & EXTEND ABOVE & BELOW EACH ARM, EXCEPT THE

BOTTOM OF THE LOWER ARM, FOR A DISTANCE OF 1/2" & THEN

TAPERED OVER A SIMILAR DISTANCE INTO THE NORMAL DIA.

1" DIA. HOLE 3" DEEP TAPPED TO TAKE SETSCREW.

PARTICULARS OF KEYWAYS & SMOOTH TURNING OF UPPER STOCK TO BE SENT LATER.

APPROX 8.3" CORRECT LENGTH WILL BE SENT LATER

PLATE .87" SUPPLIED BY SHIPBUILDERS.

PLATE TO BE KEPT 3/4" CLEAR OF STOCK.

RIV. HOLES IN PLATE COUNTERSUNK.

ARMS TO BE KEPT .95"

APART TO ALLOW PLATE TO REEVE.

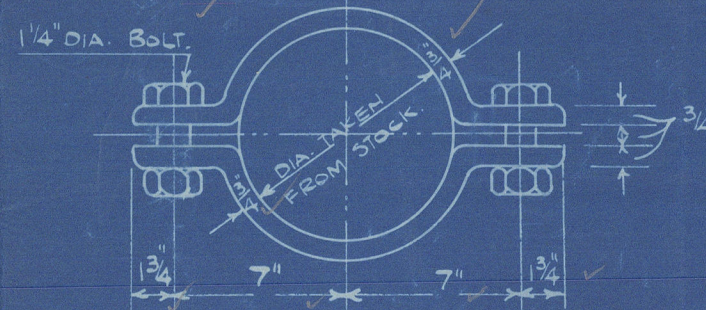
ARMS SHRUNK & KEYED ON TO MAINPIECE.

## DETAIL OF ARMS.

SCALE 1/2" = 1 FT

## DETAIL OF RING TO PREVENT LIFTING.

SCALE 1/2" = 1 FOOT.



GUDGEON SUPPLIED BY MAKERS OF STERNFRAME.

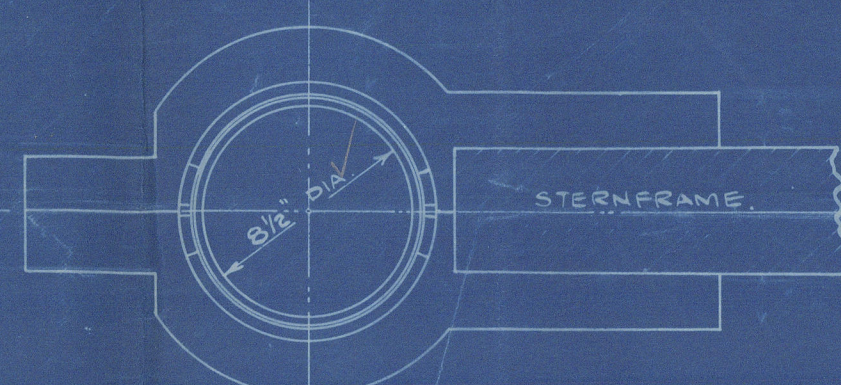
$$8 - 2" = 2.311 = 18.488$$

$$1.315"$$

RING TO PREVENT LIFTING.

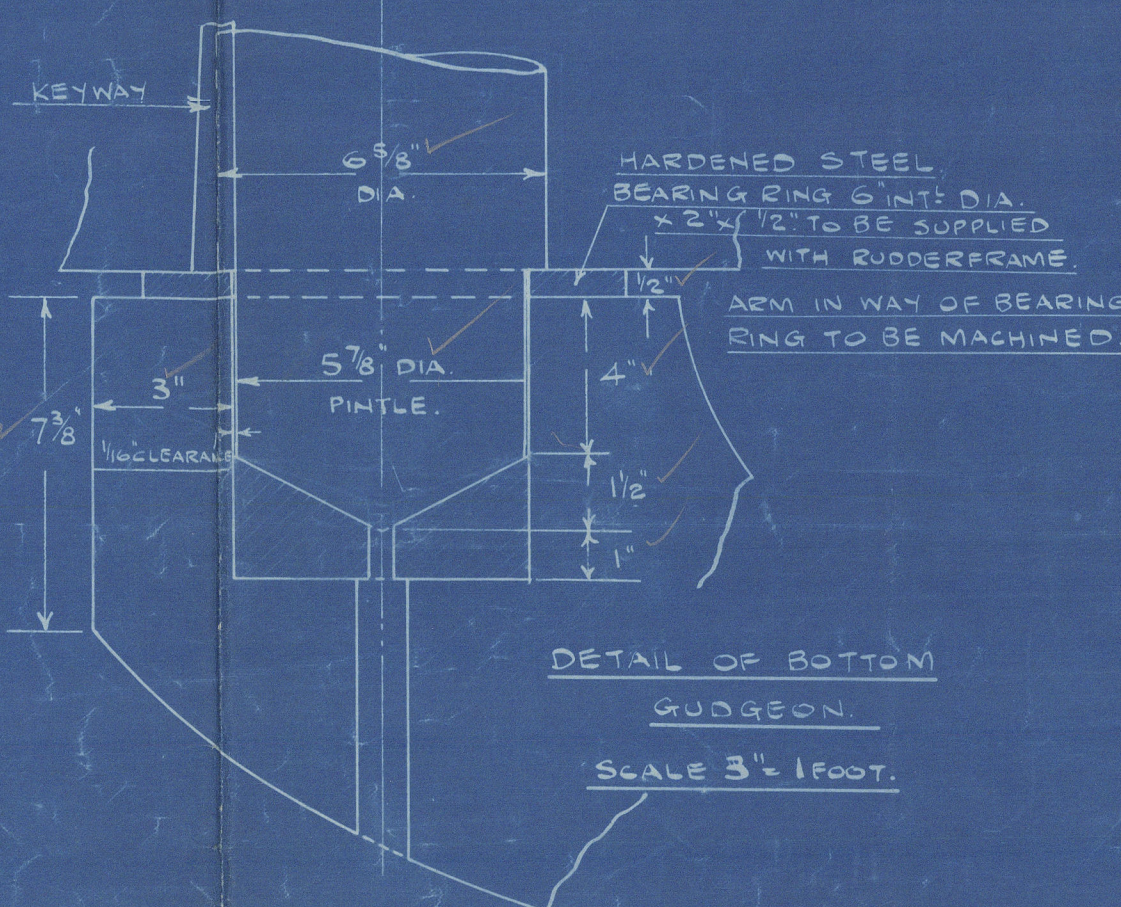
## DETAIL OF BEARING GUDGEON.

SCALE 1/2" = 1 FT



## DETAIL OF BOTTOM GUDGEON.

SCALE 3" = 1 FOOT.



E.W. E.A.

WALTER & WILLIAM RICHARDSON, SHIPBUILDERS & ENGINEERS

7-9-27 No. 4 106 Lloyd's Register Foundation

004512-004519-0203